

From: Khesha Reed
To: Lourenco, Jackie@ARB
Cc: Gregory Orehowsky
Subject: Re: FW: Update: ARB / Cummins Conference Call meeting minutes - March 29, 2010
Date: 04/13/2010 04:40 PM

Deliberative Process / Ex. 5

▼ "Lourenco, Jackie@ARB" ---04/13/2010 12:56:00 PM---Thank you Jackie

From: "Lourenco, Jackie@ARB" <jlourenc@arb.ca.gov>
To: Khesha Reed/DC/USEPA/US@EPA
Date: 04/13/2010 12:56 PM
Subject: FW: Update: ARB / Cummins Conference Call meeting minutes - March 29, 2010

Thank you
Jackie
626.450.6152

From: rich.s.wagner@cummins.com
[mailto:rich.s.wagner@cummins.com]
Sent: Monday, April 12, 2010 9:02 AM
To: Lourenco, Jackie@ARB; Pryor, Kimberly@ARB; Chang, Tom@ARB; Nukunya, Tsatsu@ARB; Evans, Zachary@ARB
Cc: victor.a.schneider@cummins.com;
jackie.m.yeager@cummins.com; jeff.w.lewis@cummins.com;
mike.cooper@cummins.com; robert.a.jorgensen@cummins.com
Subject: Update: ARB / Cummins Conference Call meeting minutes - March 29, 2010
Importance: High

Below is an update of the different action items:

- 1) ISL Urban Bus - MY2010 (ACEXH0540LAR) - Complete
- 2) ISX - MY2010 (ACEXH0912XAR)
Victor submitted ISX under ACEXH0912XAR for DMS. All issues

addressed and looking for EO approval for MY2010 this week.

3) ISB Urban Bus (hybrid) - MY2010 (ACEXH0408BAN)

Victor is submitting ISB for urban bus under ACEXH0408BAN for DMS. Tom Chang's questions answered with data (sent in a previous email) on ISB UB duty cycle and regens. All issues addressed and looking for EO approval for MY2010 this week.

4) ISB Cab-Chassis ("Hornet") - MY2010 (ACEXH0408BAK and ACEXH0408BAL)

Tom Chang reviewing Appendix 6 of AECD document to confirm sensor fault codes and inducement. Low DEF, DEF tampering, and DEF quality inducements discussed. When ISB cab-chassis goes to severe inducement (no re-start) for quality or tampering, the driver would have to have the issue repaired to be able to start-up and drive, else would have to have the vehicle towed to the dealer to get repaired. For low DEF, the driver would have to add a minimum of 2 gallons DEF to get to restart. EPA wanted the time at which the inducements are triggered to be changed. We have been in discussions on when to make those changes and expect EPA to provide direction on it today or tomorrow.

The attached file is the changes EPA is requesting for the ISB cab-chassis.

I would like to discuss via a teleconference as soon as possible to makes sure we are all on the same page to move forward with MY2010 and what changes will be required for MY2011.

Thanks,

-Rich

Director - Certification Engineering
Product Environmental Management
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----- Forwarded by Rich S Wagner/Auto/Cummins on 03/30/2010 07:50 PM -----

From: Rich S Wagner/Auto/Cummins

To: jlourenc@arb.ca.gov, "Kim Pryor" <kpryor@arb.ca.gov>, ychang@arb.ca.gov, "Tsatsu Nukunya" <tnukunya@arb.ca.gov>, zevans@arb.ca.gov
Cc: victor.a.schneider@cummins.com, Jackie M Yeager/Ind/Cummins@Cummins, Jeff W Lewis/Ind/Cummins@Cummins, Mike Cooper/Ind/Cummins@Cummins, Robert A Jorgensen/Corp/Cummins@Cummins, John C Wall/Ind/Cummins@Cummins
Date: 03/30/2010 10:57 AM
Subject: ARB / Cummins Conference Call meeting minutes - March 29, 2010

Jackie / Kim / Tom / Tsatsu / Zach -

Thank you for your time yesterday, it was very much appreciated. A lot was discussed and a lot was learned over our 3-hour marathon meeting. Cummins definitely understands ARB's request to make changes to the SCR inducements. Cummins is committed to doing so and believe the work already performed and submitted should move forward.

I believe I have captured all major points for each engine family and any action items needed to move these toward EO approval. Please let me know if any items need to be clarified.

1) ISL Urban Bus - MY2010 (ACEXH0540LAR)

Currently up for signature. Cummins will work with ARB for revisions to SCR inducements for MY2011, and we will look for ways to make running change to MY2010 to incorporate SCR changes ahead of MY2011. Need to have MY2010 EO **CBI/ Ex. 4**

2) ISX - MY2010 (ACEXH0912XAR)

Cummins will change submission to reflect MY2010 and not MY2011. Conditional EO for DF.

Cummins will work with ARB for revisions to SCR inducements for MY2011, and will look for ways to make running change to MY2010 to incorporate them ahead of MY2011. Need to have signed EO **CBI/ Ex. 4**

3) ISB Urban Bus (hybrid) - MY2010 (ACEXH0408BAN)

Cummins will change submission to reflect MY2010 and not MY2011. EO condition requiring engine change out at 185,000 miles.

Cummins will assure UAF/DAF is appropriate for the ISB in a hybrid urban bus application by evaluating speed/load operation and AT temp profile over its duty cycle.

Cummins will work with ARB for revisions to SCR inducements for MY2011, and will look for ways to make running change to MY2010 to incorporate them ahead of MY2011. Need to have signed **CBI/ Ex. 4**

4) ISB Cab-Chassis ("Hornet") - MY2010 (ACEXH0408BAK and ACEXH0408BAL)

Low DEF: Cummins in conjunction with Chrysler will work with

ARB for revisions to low DEF inducement for MY2011.

DEF Quality: ARB was going to look at the Sprinter cert documents to confirm Cummins process for DEF quality is similar to Daimler's Sprinter. Cummins to provide follow-up to ARB on confirmation that if the DEF quality fault is active and goes to no restart, the owner will have to get the vehicle towed to a dealer to have the system reset once the DEF quality problem has been corrected.

SCR Tampering: Cummins to provide follow-up to ARB on confirmation that if a SCR tampering fault is active and goes to no restart, the owner will have to get the vehicle towed to a dealer to have the system reset once the SCR tampering problem has been corrected.

ARB will review the ISB cab-chassis AECD and Appendix 6 sensor table. ARB/Cummins will discuss if there are any issues with the AECD or Appendix 6 sensor table this week. Need to have EO signed early next week **CBI/ Ex. 4**

Thanks,

-Rich

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